

The Hongkong Telegraph.

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NEW SERIES No. 5698

庚大初月一十一年三十三年光

TUESDAY, DECEMBER 10, 1907.

二年

號十月二十英港香

30 P.M. ANNUAL.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Yen 24,000,000

RESERVE FUNDS 15,550,000

Branches and Agents.

TOKIO CHEFOO,
KOBÉ TIENTSIN,
OSAKA PEKIN,
NAGASAKI NEWCHWANG,
LONDON DALYU,
LYONS PORT ARTHUR,
NEW YORK ANTUNG,
SAN FRANCISCO LIOYANG,
HONOLULU MUKDEN,
BOMBAY TIE-LING,
SHANGHAI CHANG-CHUN,
HANKOW.

Head Office:—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit:—

For 12 months 5% p.a.

" 6 " 4%

" 3 " 3%

" TAKEO TAKAMICHI,

Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING

CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,000,000

RESERVE FUND GOLD \$3,250,000

—ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

" 6 " 4 " "

" 3 " 3 " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: SH. Taels 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow.

Kobe Peking Singapore Tientsin.

Tsinanfu Tsinan Tsinan.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne.

Frankfurt Jacob S. H. Stern.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank.

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCEY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [21]

NEDERLANDSCHE HANDEL.

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (Ls. 3,750,000).

RESERVE FUND Fl. 5,378,375

(about Ls. 448,000).

Head Office—AMSTERDAM.

(Head Agency—BATAVIA.)

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samrang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paoeroen, Tjilatjap,

Padang, Medan (Del), Palembang, Kota

Raja (Acheen), Bandjernasim.

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of credit in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description,

INTEREST ALLOWED.

On Current Account 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 " 4% " do.

Do. 3 " 3% " do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [22]

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:—

Sterling \$1,000,000 at 2% = \$10,000,000

Silver \$11,750,000

RESERVE LIABILITY OF PROP. TO \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Kewick, Deputy Chairman.

A. Fuchs, Esq.

E. Goetz, Esq.

A. Haupt, Esq.

C. R. Lennox, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

for 6 months, 3% per Cent. per Annum.

for 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer, at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 13th January, 1907. [24]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO	STEAMERS	TO CALL ON	REMARKS
SHANGHAI	DELHI.....	About 13th Dec.	Freight and Passage.
LONDON, &c., via usual Ports	MALTA.....	14th Dec.	Freight and Passage.
MARSEILLE, LONDON and COUNTRY BANKING COMPANY, LIMITED.	SYRIA.....	About 15th Dec.	Freight and Passage.
ANTWERP	CAPT. D. C. GREGOR, R.N.R.	Dec.	Passage.
SHANGHAI, MOJI, KOBE & SUNDA	CAPT. G. M. MONFORD, R.N.R.	About 2nd Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th December, 1907. [25]

Intimations.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

(HONGKONG-CANTON LINE).

S.S. "HONAM".....	2,363 tons.....	Captain H. D. Jones.
" " "POWAN".....	2,330 "	H. J. Black.
" " "FATSHAN".....	2,300 "	G. V. Lloyd.
" " "KINSHAN".....	1,995 "	H. Brach.
" " "HEUNGSHAN".....	1,998 "	R. D. Thomas.

Commencing from Saturday, the 7th December, the following will be the Order of Running the Canton steamers until further notice.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 and 11 P.M. (Saturday excepted).

On Saturday..... 2 day steamers leaving Hongkong at 8 and 9 A.M.

On Sunday and Tuesday..... 2 night..... 11 P.M.

On Monday..... 2 " " 10 and 11 P.M.

On Wednesday..... 2 " " 10 P.M.

On Thursday..... 2 " " 10 P.M.

On Friday..... 2 " " 10 P.M.

Departures from CANTON to HONGKONG daily at 8 A.M., 3 P.M. and 5 P.M. (Sunday excepted).

S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN".....	1,651 tons.....	Captain W. A. Valentine.
" " "SUI-TAI".....	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. & MACAO STEAMBOAT CO., LTD.

CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	388 tons.....	Captain S. Bell Smith.
" " "NANNING".....	59 "	Mackinac.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS' SUPPLY CO.

BARRETT & CO.,

General Agents.

Hongkong, 22nd October, 1907.

1800

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
" " "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETT & CO., Agents.

Hongkong, 5th April, 1907.

1370

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address—**"CHEF"** HONGKONG. Telephone No. K4.

Proprietor.

1801

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

BANK CLERK AS BURGLAR.

DARING ROBBERY AT OSABA.

The *Japan Chronicle* of 29th ult. says:—The Nishi Police, Osaba, received information at the beginning of the week to the effect that the 58th Bank at Kita-Itoriy, Osaba, had been entered by burglars who had managed to open the safe and had got away with Y5,018 in cash. Inspector Akahata and some detectives immediately visited the bank premises and found that the safe had been opened and the contents had disappeared. The front doors of the premises had been left open, but there were few signs which indicated that the burglar or burglars had entered from the outside. The detectives in considering all the circumstances were convinced that someone who was well acquainted with the premises had been responsible for the theft. It was subsequently found that Nakani, Masuro, the clerk in charge of the general office section of the bank, should have been on duty during the previous night, but another clerk, named Tetsugai Shizuo, took duty instead. This fact, taken in connection with other circumstances, strengthened the suspicions which the police officials entertained against these two men, and they proceeded to search their houses. Nothing in proof of the suspicion could be found in the house of Nakani, but secreted in the stone wall of a house next door to the residence of Tetsugai was found \$4,750 in notes wrapped in a piece of calico. On this discovery being made the two bank clerks could no longer plead innocence, and they were immediately arrested, subsequently making a full confession.

It appears that Nakani made up his mind about a week ago to steal a certain sum of money, which was expected to be received by the bank on Saturday, and one day he accompanied Tetsugai to a restaurant and in the course of refreshment disclosed his intentions, on the understanding that the money stolen should be divided between them. Tetsugai agreed to become an accomplice. On Sunday night Tetsugai was on duty and some of the other clerks remained in the office with him. Early in the evening Nakani entered the office, bringing with him an abundant supply of sake and beef, liberally entertaining all present, with the result that over one became intoxicated and before long most of those who had been entertained were asleep. While the feast was in full swing Nakani made his way, without the knowledge of the others, to the safe and opened it with the key which he had in his charge, extracting the money. He went away, leaving the safe open. Tetsugai got up early in the morning and opened some of the front doors, at the same time strewing a number of articles about the floor to make it appear as if burglars had entered the bank, and then gave the alarm. The plot was somewhat clumsily arranged and the detectives proved too good for the amateur burglars.

1802

QUOTIS AND THBIR O'IGIN.

The New English Dictionary tells us that the origin of the word "quoit" is doubtful, adding, amidst numerous medieval examples of the use of the word, a possible French source, and refers to the "discus" throwing of the Romans.

Moreover, it is probable, however, that this ancient and (alas) rapidly dying old English game had a very different origin—namely, in the sports of our Saxon ancestors—and was neither French nor Roman.

Moreover, the word "quoit" itself has no very different pronunciation to the "platt-Dutch" word "kloot." And "kloot-shooting" or "ice-bowling" (ein-bosseln) is still the national game of Friesland (whence came our Saxon ancestors), and also to a less extent of Holstein (whence came the Angles). A somewhat similar ancient game called "Tridde" obtains along the Baltic coast, and its pronunciation also is very similar.

The main difference is that "kloot" is played with a wooden ball instead of an iron ring, and in the winter only, the reason for the choice of this season being partly that the ball may roll farther on the frozen pasture lands. A minor difference is that there is no mark in "kloots." But there was no mark originally in quoits, and as the word itself is still sometimes applied to curling stones in Scotland, it may also be assumed that a ball may have been originally employed in England. Of course there was no iron in Friesland, and even if there really owed its origin from the discus throwing of the Romans the necessity of dispensing with a valuable material like iron would have been sufficient to employ a hard wooden ball (it is made of apple wood, *as lignum vita*—"pocket-ball" is the German word) in lieu of the "discus." Like quoits, the game is played with an underhand throw, and sides are formed—usually village against village. What is very unusual in Germany is that stakes are played for, and a good deal of betting goes on—all of which completes the parallel. There are many instances of quoits and even quoit-shooting over the stakes.

The "kloot" is a ball the size of a small orange, and is weighted with lead. A curved single plank stage is used for the throw-off, and the player invariably strips to his stockings—wearing no boots and but a jersey and knicker—order that he may avoid a slip in the short run which he takes. Sometimes he whirls his arm round and round like a sling, though this is now considered bad form. Eighty metres is considered a first-class throw—the shot of each side being pooled together and the highest total winning.

Professor Reimann, of Jever, is an authority on the history of the game, and has written some accounts of historical episodes connected with it in the periodical "Der Freie." He tells us that in 1755 a brother of the Empress Catherine of Russia (then lord of Friesland) officially prohibited the game altogether in the remarkable ground that it did not form one of Olympian games of the Greeks. Really, the reason of the prohibition was the quarrelling and fighting over the stakes that occurred. On one occasion, King George of England was appealed to as King of Hanover. The last riot happened as late as 1853.

Professor Oeimann has unearthed a medieval code of rules of the game, and it is certain that its origin is lost in antiquity.

All the technical terms employed are in the ancient "platt-Dutch"—language decidedly more akin to English than to modern German.

The game is also played in West Friesland, in Holland. Great contests are invariably attended by crowds of Dutch visitors, and are sometimes honoured by the presence of the Grand Duke of Oldenburg—*Pell Mall Goude*.

Gentlemen's Shirts made to order, and Caps and Collars renewed or old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superior will also be most grateful for any Papers, or old Envelopes to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 11th April, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, for ACCOUNT OF THE CONCERNED, TO MORROW, the 11th December, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

SUNDAY VALUABLE HOUSEHOLD FURNITURE, Comprising—Double and Single IRON BEDSTEADS and MATRASSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVER-MANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTAND, Double TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE GLASS, CROCKERY and E.P.WARE, CARPET, COOKING STOVE and UTENSILS, &c., &c., &c.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th December, 1907. 1803

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, for ACCOUNT OF THE CONCERNED, on FRIDAY, the 13th December, 1907,

Intimation.

Powell's

GRAND

XMAS BAZAAR

NOW OPEN

TOYS

Powell's

Bazaar

ANIMALS

POWELL'S

BAZAAR

DOLLS

50 CENTS TO \$10.00 EACH

POWELL'S

BAZAAR

GAMES

POWELL'S

BAZAAR

FANCY
GOODSPOWELL'S
ALEXANDRA
BUILDINGS

Hongkong, 7th December, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Hongkong, 4th December, 1907.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship

"MON: GOMERYSHIRE"

Captain Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 11th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 5th December, 1907.

[1062]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Hongkong, 6th December, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NILE"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 9th December, 1907.

[1073]

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Mediterranea" and from St Nazaire ex s.s. "Ville de Richelieu", and from Bordeaux ex s.s. "Leroy Laffier", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 16th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 16th December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th December, 1907.

[1066]

Consignees.

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Hongkong, 4th December, 1907.

NOTICE TO CONSIGNEES.

SHIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBROUGH, LONDON, COLOMBO AND STRAITS.

THE Steamship

"NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE."

NOTICE TO CONSIGNEES.

THE Steamship

"TREMONT"

from TACOMA, VICTORIA, YOKOHAMA, KOREA, VOI AND MANILA.

NOTICE TO CONSIGNEES.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the Undersigned.

HONGKONG, 5th December, 1907.

[1062]

NOTICE TO CONSIGNEES.

S. S. "BENARTY,"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

NOTICE TO CONSIGNEES.

THE above Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent,

Hongkong, 6th December, 1907.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SCANDIA"

Captain von Dörsen, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded on unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th December, 1907.

[1073]

NOTICE TO CONSIGNEES.

S. S. "ARMAND BEHIC."

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"VANDALIA"

Captain Vahsel, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All claims must be sent in to me on or before the 10th December, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 16th December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 7th December, 1907.

[1073]

NOTICE TO CONSIGNEES.

Intimation.

A. S. WATSON & CO.,
LIMITED.THE GREAT
POPULARITYor
Watson's

E

VERY OLD LIQUEUR

SCOTCH

W.HISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE

OF

QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841:

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

MARRIAGE.

On December 5, 1907, at Shanghai, ERNEST HARRY-DOUGLAS DERRICK, youngest son of Mr. and Mrs. Geo. Derrick of "Hollybank," Southampton, to MADRINE ETTEL, fifth daughter of Mrs. Limby, Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 10, 1907.

THE SHIP-SURGEON'S
POSITION.

Some time ago we published a communication from a well-known ship's surgeon in which he proposed that in order to conserve the interests of medical officers whose careers are spent on shipboard a Far Eastern association of ship's surgeons should be formed with headquarters in Hongkong. The idea was that such an association should not necessarily be of an aggressive or belligerent character, but rather that it should endeavour to secure for the qualified members of the profession the recognition of their status, the acknowledgment of their ill-required skill and the protection of those rights to which they are honourably entitled. The writer suggested that those who were in agreement with this view should get themselves into touch with him; when preliminary steps might be taken to form the organisation in question. Now, is a well-known fact that many of the medical officers who are carried by the passenger boats running along the China Coast, and to Deli and the Straits Settlements in the South are in full sympathy with such a scheme, but evidently they have permitted themselves to become reconciled to the situation or found themselves unable to raise the necessary energy requisite to express their views on the subject. At all events, we have not learned that the original promoter of the movement has been inundated with epistles from his professional brethren. A new phase of the subject has been developed by the introduction of a Bill into the Straits Legislative Council having for its object the amendment of the Chinese Immigration Ordinance of 1902. The amendment appears to deal solely with the qualifications which might be possessed by medical officers on board ships before they can come within the cognizance of the Government. The Attorney-General of the Straits Settlements, who was in charge of the Bill, stated that under the proposed measure a Chinese emigrant ship would be required

to have a surgeon who must be either the holder of a degree which entitled him to practise in any part of the British dominions, or some foreign degree which had been approved by the Governor in Council. Such a clause if it were allowed to stand is sufficiently broad to protect the qualified practitioner against the encroachments of the incompetent, but when the Bill as a whole is considered in conjunction with the objects and reasons for its introduction, it is evident, according to the *Perak Pioneer*, that the scope for the selection of ship's doctors with British qualifications is to be considerably restricted. Under the existing Chinese Immigration Ordinance, a "qualified medical practitioner" is defined as a person holding "a diploma, degree or licence enabling him to practise medicine or surgery in any part of His Majesty's dominions or the holder of any European, American or Japanese diploma, degree or licence which has been approved by the Governor in Council." It is proposed to substitute for this definition, which would appear to be satisfactory enough, a new one which describes a "qualified medical practitioner" as "the holder of any of the diplomas, degrees or licences from time to time specified by the Governor in Council under this Ordinance, as constituting the qualification of a qualified medical practitioner." Under the new definition it will be competent for the Governor in Council to exclude certain British diplomas and licences from the list of qualifications entitling one to practise as an immigrant ship's doctor. That the Government contemplates such a step is made manifest by the further statement of objects and reasons which declares that "it is desired to restrict the British qualifications to those recognised under 'The Medical Registration Ordinance XI. of 1907.' In other words, while a man might be perfectly qualified under the present law to take charge of the medical requirements of the average boatload of Chinese immigrants, and has, as a matter of fact, been engaged in such work, unless it is proved to the satisfaction of the Government that his British qualifications are recognised under the new Medical Registration Ordinance he will have to look elsewhere for means whereby to earn his bread and butter. This point does not affect foreign practitioners so intimately as it does the numerous graduates of Far Eastern colleges, who may have been looking forward to the day when they would blossom into full-fledged ships' surgeons. It might be aimed directly at Hongkong, for, should the law pass in its present form, it is difficult to see how the graduate of the Hongkong School of Medicine could be admitted to the shipping service conducted for Chinese emigrants to the South. The alumni of the Hongkong Medical School are regarded as being almost on a par with those who have studied at the great schools of medicine in the leading European and American centres of research and practice, and pursued a laborious course of specialised work at much expense and toil. Of course that is putting the position on a high basis for the Hongkong collegian, but when the Government grants, on examination, certificates which permit these passed students to attend patients, make up prescriptions, and generally perform all the ordinary duties which fall to the lot of the family physician, no other conclusion as to their official status seems reasonable. The immediate effect of such a drastic measure would be to throw hundreds of what may be termed home-made ships' surgeons out of employment, and leave a multitude of vacancies for the distinguished graduates of universities such as London and Edinburgh, Paris and Berlin. In such an event the salaries offered would presumably soar to heights undreamt of by the present generation of medical officers. But there is another question to be considered in this connection: Where are all these men carrying full British qualifications to be found when the vacancies come to be filled? It was only the other day that the skipper of an emigrant steamer was arrested and his vessel seized at Singapore because he could not produce a doctor on board. His explanation was that the surgeon had himself fallen ill on the voyage and died, and although every effort had been made at every place en route to secure a ship's surgeon it had all been in vain. The shipmaster was fined in a small amount, because it was doubtless appreciated that he found himself in a predicament which it was practically impossible to guard against, unless every emigrant vessel were to carry an army of doctors. The difficulty is that shipowners do not consider that an honourable man, equipped with the latest knowledge gained at the most advanced medical college, is required for a cargo of coolies whose average voyage does not exceed a week or ten days. The graduate of the Colonial institution, whose education has been under the charge of the principal medical officers of the district, is occasionally a betterman to deal with than we may call household ailments even including in that category the native forms of such recurrent diseases as cholera, plague and smallpox, than the highly scientific individual who has come out to the Far East to see something of the world, at somebody else's expense, before deciding to settle down to a

steady practice in the homeland. No doubt this is all rank heterodoxy in the eyes of the select but, reducing the question to bed-rock, the cheaper class of medical officers are to be expelled from their posts at a moment's notice. It is obvious that the shipowner and shipmaster are to suffer grave embarrassment and serious financial loss. The end of it will be that the emigrant ships will be filled with foreigners carrying foreign parchments which, because they are foreign, will savour of the supernatural and work astounding cures in impossible ailments. We need not enter into the question whether it is more desirable to have a colonially-qualified medical officer, who is acquainted with the language, habits and predilections of his patients, in control of the medical department of a passenger vessel, than the very superior person who despairs the *canaille*, root and branch. The whole subject turns with controversial points which are of so much interest to Hongkong as to Singapore.

LOCAL AND GENERAL.

CAPTAIN T. P. C. Smith, Queen's Own Royal West Kent Regiment, has been seconded for service under the Colonial Office.

THE annual North Borneo Dinner takes place at the Hotel Cecil to-day. Sir Charles Jessel, Bart., will be in the chair.

CHANGES in the Austria-Hungarian Legation staff at Peking include transfer of vice-Consul Zisch to Hongkong, in the place of Consul B. von Szentimay, from home on leave.

A FIREMAN named Chan Kwai Sing belonging to the steam launch *Wai Lee* was seen by Policeman Lenaghan on the waterfront yesterday carrying a quantity of brass and copper in a basket. Chan failed to explain "how the brass and copper got into the basket and how he got the basket." He was arrested, and this morning paid a fine of \$5 for unlawful possession.

A MARRIAGE has been arranged, and will take place quietly early in December at St. Mary Abbots, Kensington, between Mr. Tom Sheldford, youngest son of the late Sir William Sheldford, K.C.M.G., and of Lady Sheldford, and Ella, younger daughter of the late Mr. Ramsay Durham Nuthall, Supr. Bengal, Khedas, and Mrs. Nuthall, and granddaughter of the late Major-General T. J. Nuthall, Bengal Staff Corps.

A MEETING was recently held in London when it was resolved, in view of the favourable amalgamation recently achieved, to form a committee to present Sir Marcus Samuel, Bart., with his portrait in recognition of his valuable services as chairman of the Shell Transport and Trading Company, Limited. The hon. secretaries of the Presentation Committee, are Mr. Edward Pembroke and Mr. J. Forrester Flannery.—*L. & C. Express.*

A NATIVE paper states that the principal members of the Peking Government and of the Ministry of War held a meeting the other day to discuss the question of reorganizing the navy of the country. It was decided to raise a loan of £10,000,000 from a certain foreign bank. All matters in connexion with the purchase of cruisers, battleships, armament, etc. from foreign countries will, it is stated, be entrusted to the said bank.—*N. C. D. News.*

A DISPUTE between two musicians residing at 12, East Street, was settled at the Police Court this morning. Si Tai, it appears, objected to Wong Ping playing his fiddle in certain streets in the Central district. The latter would not consent to abide by former arrangements, and yesterday there was a dispute, which led to Si Tai being struck over the head with a stick. Wong appeared before Mr. Gompertz in due course, and on hearing Si's story, his Worship the accused Si.

A LADY, apparently of German origin, with a real or assumed title, has just been arrested under mysterious circumstances by Par's detectives, on a charge of misappropriation of jewels, says a Home journal. She seems to have travelled much, and is said to have just come to Paris after a tour through India, China, and Japan, and to have been previously all round the world. The detective had been following her, for some time, and she was known to have had in her possession several fine jewels, each of which is said to be worth a fortune.

In addition to those mentioned last week the following officers have been appointed to the *King Alfred*, flagship of Vice-Admiral Sir A. W. Moore, commanding the China Squadron:—Engineer-Commander H. S. Rashbrook, Engineer-Lieutenants J. N. Tucker and G. C. Matters, Engineer-Sub-Lieutenants M. G. A. Edwards, M. Martin, and P. Kiog, Gunner T. Beale, Acting Gunner G. J. Ryan, Carpenter H. F. Kenseth, Boatswain J. H. Swain, Artificer Engineer H. Fishlock, J. Cosgrove, and J. H. W. E. Williams, Midshipmen W. C. Sitwell and W. C. Hicks, Clerks O. J. Wainwright, and R. C. Jerram.

The advent of the New Year will see a good many changes amongst the senior officers of the Middlesex Regiment. On Feb. 17, Colonel W. Scott-Moncrieff will vacate the command of the 3rd Battalion at Hongkong, and a week later Colonel G. B. Lemprière will vacate the command of the 4th Battalion, now at London-derry, but which will move about that time to "over" on charge of station. It is understood that the vacant command will be filled by the promotion of Major C. R. Dyer, second in command of the 4th Battalion, and Major R. H. Burros, second in command of the 3rd Battalion. No fewer than four of the majorates are seconded, and the three senior captains are also employed in extra regimental duty.

SILVER EXCHANGE.

BANK MANAGERS INTERVIEWED.

INFLUENCE ON THE COLONY.

To the initiated, or the uninitiated, to the merchant or the counter-clerk, to the civilian and to the sterling-paid Government servant, for weeks past the question of Exchange has presented an absorbing interest. That interest has been intensified by the steady drop in the gold price of silver until to-day it has reached 25.41 per oz. with silver exchange on London quoted at an abnormally high rate, that is, the dollar parity would justify. This and other considerations led to a desire for information on a subject which, though generally discussed, is but little understood. Excepting for the exchange bankers, the bill-brokers and the importers and exporters, the ordinary man-in-the-street talks of the rise and fall of the dollar with a vague sense of its significance or the influence which it bears on the course of trade in Hongkong, and not inconsiderably also upon the financial condition of the Government of the Colony.

With a view of placing before our readers a correct estimate of the "silver situation" a representative of the *Hongkong Telegraph* was detailed to interview one or two prominent bankers in the Colony this morning. In spite of the fact that the day appeared an unusually busy one our representative was promptly ushered in, to the managerial suite of two, local banks and in each case was accorded a quarter-of-an-hour's interview, replete with the latest and most interesting information on the commercial problem of the hour, at any rate as affecting trade conditions in the Farther East.

To this inquiry as to the reason for the steady drop in exchange one banker said:

"Well, I suppose, by an automatic adjustment in prices of imports and exports. Will that be brought about immediately? It must take a little while."

"Then please, explain the availability of the last shipment to Hongkong."

"I guess it was a shipment of purchases made some time back."

"FUTURE PROSPECTS."

At the risk of impounding the silver expert, the Press scribe asked to be given an looking into the future prospects of the white metal, when the request was satisfied with the simple observation that "Prophecy in silver was a ticklish task."

"INFLUENCE ON LOCAL TRADE."

"Will you be good enough to inform us what influence would be on local trade by the recent heavy slump?"

"That would be a question for importers and exporters to answer. So far as I am concerned, I can tell you that there have been recently considerable purchases of bills on London, even more so than when the dollar was at a higher value. Whether they are to meet drawings for commitments already made, or in anticipation of still greater weakness in silver, I cannot say."

"How will local conditions be affected?"

"Well, I suppose, by an automatic adjustment in prices of imports and exports. Will that be brought about immediately? It must take a little while."

"COLONIAL GOVERNMENT'S POSITION."

Seeing that the Colonial Estimates for 1908 had been framed on a two-shilling dollar for all sterling payments and gold salaries, reference was made to the question of the Government's position in the course of the interview. The Banker's opinion, of course, could be no other than that the Government will have to provide, in one form or another, for the loss caused by the difference between 2s. and the rate of the day on which its sterling payments will have to be made during the ensuing year, if the latter rate be below two shillings. With the Estimates framed to a nicely as regards the items of revenue, no one will envy the position created for the Govt nor by his financial advisers when they recommended him to adjust the revenue and expenditure sides of the Colony's Budget on the *a-bis*. Incidentally, it may be inquired, where are the sapient leaders of public opinion and the holders of the purse strings of the Colony when they vituperate the sound recommendations in these columns against committing the local Exchequer to gold salary payments upon an inequitable basis in so far as the rate-payers were concerned? Our unofficial legislative councillors have been wailing puppets in the hands of a few crafty wire-pullers before the arrival of Sir Frederick Lugard. Will they approach our present Governor, who has given sufficient evidence of his sense of impartiality and fairplay, with a motion for the withdrawal of the executive demand upon the taxpayers? This is a question we submit in the interest of the Colony in general."

"WHY MUST YOU?" the Chinaman demanded, looking very indignant.

"Come along with me," returned the officer, leading the suspect back to the house, he had just left.

"There and then the fight opened. The Chinaman turned on the Sergeant and dealt him a blow on the chest. Both clung. In the combat that followed the suspect succeeded in freeing himself and, dashing to the opposite side of the road, cleared a fairly high fence, and disappeared in the quarry. For about five minutes Sergeant Fowler believed he had lost the man, and as he was about to give up the hunt, he spied him coming down the other side of the quarry. Running around the corner he seized and grabbed the man again as he alighted on the road from a wall. The Chinaman struck out mightily and received some in return. He then locked with the Sergeant in a close embrace and both went down. They struggled wildly on the road, each trying to regain his feet before the other. The Chinaman, we are informed, got there first and would, perhaps, have "outed" the officer, had not the latter been on the alert and out-maneuvered him by jumping at him, bringing him to the ground. This seemed to have settled the native, and the Sergeant took him by the queue to remove him to the lock-up. Whether it was the Chinaman's intention to kill the officer or simply to cut his queue, and so effect an escape, is not known. What is known, however, is that as soon as the journey to the station was started, the Chinaman whipped out a large sized penknife, and in waving it about, brought it down on the Sergeant's wrist with such force as to nearly sever an artery. Another struggle, in which a quietus was dealt to the Chinaman. The rest of the journey was continued to No. 2 Police Station very quietly. Arriving there the Chinaman feigned insensibility, but was soon brought round. On examination it was found that his knees were severely injured. Sergeant Fowler was bleeding copiously from one hand, the other being badly swollen. Both men were then sent to the Government Civil Hospital for treatment. The Sergeant was able to leave the institution after his hands were bandaged, but the Chinaman is not expected to be discharged until some time to-morrow, or the day following when he will face a magistrate to answer a charge of burglary."

"BOWLING."

The following have been selected to represent the Hongkong Club, Club Germania in the second half-yearly match for the Challenge Cup:

E. H. Heads (Cap), P. R. Wolf, E. C. Lane, J. P. Leiby, J. W. C. Bonner, T. C. Gray, J. H. Kemp, H. Humphreys.

The first-named four will roll on the Hongkong Club alleys to-morrow afternoon at 3 p.m., and on the German alleys on Thursday at the same time, while the second four will occupy the German alleys to-morrow afternoon and the Hongkong Club alleys on Thursday.

THE well-known and very valuable collection of Chinese birds made by Mr. F. W. Sykes during his 20 years' sojourn in China has been presented to the Natural History Department of the British Museum. The collection is said to be the most complete in the world as regards the birds of China, and its scientific value is extremely great, owing to the number and variety of species which formed the subject of Mr. Sykes's numerous publications on the Chinese Avifauna.

Telegrams

"HONGKONG TELEGRAPH" SERVICE.

YUMCHOW BANDITS

STORM AND CAPTURE THREE FORTRESSES.

GOVERNOR OF KWANGSI REPRIMANDED AND THREATENED.

[From Our Own Correspondent.]

Shimoon, 10th December,

3.10 p.m.

The Yumchow bandits, who, as previously recorded, fled to the Province of Kwangsi, have taken by force of arms three fortresses, at a city named Ching Nan-kwan, which lies between Lungchow and Langson.

The Governor of Kwangsi has been severely reprimanded by the Imperial authorities for his feeble control over the Province.

Orders have been issued by the Throne that, if the spoliators are not immediately captured, all the Kwangsi officials, from the Governor downwards, will be punished with the utmost severity.

[Reuters.]

The United States Presidency.

London, 8th December. President Roosevelt has definitely declared that under no circumstances will be content to again stand for the Presidency.

British Trade.

Imports in November show an increase of £1,398,020; and exports, an increase of £2,887,014.

The Trouble in Zululand.

Colonels Clarke and Shepstone, also doctor and a magistrate, have started for Usutu with a warrant to arrest Diniulu.

Colonel Mackenzie remains at Nongoma, ready to act in the event of Diniulu resisting.

Later.

Outrage in India.

An attempt was made to blow up the train of the Lieutenant-Governor of Bengal at Kharagpur.

The train was not derailed.

The cause of the outrage is not known.

Death of the King of Sweden.

The King of Sweden is dead.

Freights to the Far East.

The principal German lines will raise their rates on bulk goods to 7½ marks per cubic metre, on the 1st January.

Cricket.

Australia v. England. The M.C.C. made 223 in their first innings.

In the second, Australia has made 40 for 2 wickets.

[N.C.D. News.]

Japan and America.

THE RECALL OF VISCOUNT AOKI.

New York, December 5. The London Press finds the recall of Viscount Aoki significant at this juncture. The *Globe* considers the recall unfortunate, coinciding, as it does, with the President's Message, which is silent on the subject of Asiatic immigration.

THE PRESS ON THE RECALL.

Tokio, December 5. Telegrams from America purporting to give the alleged case of Viscount Aoki's recall are discreditied in Tokio. One journal states that the arbitrary promise given by Viscount Aoki to the Washington Government that legislation would be passed in Japan prohibiting emigration to the United States was the immediate cause of the recall.

Another paper admits that Viscount Aoki alone is not responsible for recent events, but it is not to his advantage that he is unable to see eye to eye with his superiors and with public opinion.

Baron Takahira, formerly a *presso grata* at Washington and now Ambassador at Rome, is generally mentioned as Viscount Aoki's probable successor.

MR. W. H. TAFT'S TOUR.

New York, December 5. There is a tendency in Europe to invest the meeting between the Tsar and Mr. W. H. Taft with special significance, which is, however, disclaimed by the U.S. Secretary for War himself.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 23, 1907, amounted to 21,163 tons and the sales during the same period to £1,03,351.

WEST RIVER PATROL.

THE BRITISH FLOTILLA.

BRITISH FOREIGN OFFICE TO BE MOVED.
[From Our Own Correspondent.]

Canton, 9th December.

As the people of the province are exhibiting extremevousness at the advent of the British flotilla in Canton, the commercial community here have sent a memorial to H.E. the Viceroy, requesting him to explain to the populace the intentions of the visit of the foreign vessels. H.E. has already ascertained what the intentions are for the despatch of the vessels. In reply, H.E. Chang informs the memorialists that the British flotilla has been mobilised and detached to the West River to police the waterways; and, pursuant to the special service, to inspect all steam launches flying the British flag, and will in no way give trouble to Chinese-owned vessels.

H.E. further states that he has, on several occasions, made representations to the British authorities to get these vessels withdrawn as soon as possible, and he will take up the duty of properly patrolling the rivers under his own control. H.E. has also wired to the Chinese Minister at the Court of St. James, Lord Li Ching-fang, requesting him to have a conference on the matter with the British Foreign Office, so as to request the latter to at once issue telegraphic instructions to withdraw the vessels from cruising on the river. The people have also been warned not to create any disturbance and not to be agitated. As the British and Chinese nations are on most friendly terms, the matter is expected to be brought to a satisfactory issue.

THE FLOTILLA'S MISSION.

It is reported that the British Consul-General at Canton has communicated with the Chinese officials to the effect that the present squadron of British vessels on the West River has been commissioned only for the purpose of inspecting those steam launches plying on the river that fly the British flag and that they will not interfere with any other launches nor those carrying the Chinese flag. The Canton authorities are requested to inform the Consul to case any of the British vessels should act contrary to the purpose for which they are intended.

BOAT PIRATED.

To Jun-nin, a merchant, has petitioned the Namhoi magistrate, reporting a case of piracy which took place on his boat on the 22nd day of the 10th moon, while engaged carrying a cargo of sundry goods from Shiu' Kwan and was moored at a place known as Wong Chuk Ki, in the district of Namhoi. The boat was held up and robbed of part of its cargo and other valuables worth over a thousand dollars.

BRITISH AND CHINESE CO. PIRATION, LTD.

CANTON-KOWLOON RAILWAY.

The report of directors for the year ending June 30, 1907, states: Including the balance brought forward, from the previous year of £1,982, the amount to the credit of profit and loss is £1,152, and having transferred £7,000 to a general reserve account the directors recommend that a dividend be paid on the 16th ult. of 7½ per cent. on the amount paid up, and will abhor £8,750, the balance of £12,422 to be carried forward. The progress made with the construction and equipment of the Shanghai to Kowloon Railway necessitated the emission in January last of a further instalment of the Loan, and £65,000 Imperial Chinese Government Bonds were issued by the Corporation on behalf of the Government, making the total amount issued £4,900 out of the £3,750,000 provided for in the Loan Agreement. Instead of issuing further bonds, the Chinese Government proposes to provide from funds at its disposal, the capital to complete the railway, which it is expected will be finished by the middle of 1918. In April last the Corporation made an issue of Chinese Government Bonds for a Loan of £1,500,000 for the construction and equipment of a railway about 120 miles in length from Canton to the boundary of the Kowloon leased territory under British control. This line will connect with the one now under construction by the Government of Hongkong through the territory of Kowloon, terminating at the port of Kowloon, opposite Hongkong. The final survey and arrangements for construction are being proceeded with. Negotiations are pending for the final agreement for a loan to construct a railway of about 200 miles from Szechuan (on the Shanghai-Nanking line) to Hangchow and Ningpo. This will constitute a very important development of the Yangtze Valley Railway system. Negotiations are also pending for the cancellation of the Nanping Coal Concession, the administration of the Imperial Railways of North China having refused to proceed with the development of the field in joint account with the Corporation.

THE new battleship *Superb*, a sister ship to the *Dreadnought*, but of 1,500 tons greater displacement, was successfully launched at Elswick, on the Tyne, on 7th ult. The naming ceremony was performed by Lady Anne Lambton. The armament will consist of ten 12-in. guns, together with a number of 4-in. quick-fires for use in repelling attacks by torpedo craft. The main armour belt has a maximum thickness of 12 in., tapering to 6 in. at the forward and 4 in. at the after extremity of the vessel. Special attention has been given to safeguarding the ship from destruction by underwater explosion. The cost of the vessel is £1,750,000. The *Superb* was laid down in February last, and the time of her completion has been the quickest on record for either a private or Government yard.

EXTERNAL AIR.

A letter from Messrs. Palmer and Turner, architects, forwarding plan applying for a modification of the requirements of Section 155 of the Public Health and Buildings Ordinance, 1907, in respect of Nos. 397A and 397B Queen's

SANITARY BOARD.

TWO-NIGHTLY MEETING.

This afternoon, in the Board-room, the fortnightly meeting of members of the Sanitary Board took place, when the following business was transacted:

SPITTING IN PUBLIC PLACES.

Mr. Henry Humphreys, pursuant to notice, put the following questions:

(a) Does the Medical Officer of Health consider the filthy habit of spitting in buildings and public vehicles which obtain universally amongst the lower classes of Chinese detrimental to the Public Health?

(b) Is not this habit accountable in great measure for the spread of phthisis, diphtheria and other diseases; and, if so, what does the percentage of deaths arising annually from such diseases (that is, diseases capable of being propagated by dried infected sputum) bear to the total mortality?

The Medical Officer of Health replied:

(1)—Yes.

(2)—Yes, to some extent. Phthisis: 0.7 per cent. of the total deaths. Diphtheria: 0.12 per cent. of the total deaths.

Hon. Mr. E. A. Hewitt minutes:—It would be interesting if any member of the Board could suggest some means by which this objectionable habit could be checked.

WATER TANKS IN BACKYARDS.

The following correspondence in regard to certain additional regulations made by the Governor-in-Council under the Waterworks Ordinance, 1903, was laid on the table:

SANITARY DEPARTMENT,

31st October, 1907.

Sir,—I have the honour, by direction of the Board, to report that the following motion was unanimously adopted by the Board at the meeting held on the 29th instant:

"That the Government be requested to make rules under the Waterworks Ordinance to regulate the placing of water tanks in backyards."

(2) In explanation of the motion, I beg to attach the *Daily News* report of the discussion.

—I have, etc.

(Sd.) G. A. Woopcock,

Secretary.

To Hon. F. H. MAY,

Colonial Secretary.

The reply, dated 30th November, is appended:

Sir,—Referring to your letter of 31st October I am directed to forward for the observations of the Board a copy of a regulation which it is proposed to make under the Waterworks Ordinance, 1903.—1 am, etc.

(Sd.) F. H. MAY,

Colonial Secretary.

The Secretary,

SANITARY BOARD.

THE ADDITIONAL REGULATION.

The following regulation to be numbered 31 shall be inserted in and read as forming part of the Regulations published in Government Notification No. 657 of 9th October, 1907:

31. (1) (a)—No cistern or tank shall be constructed or maintained in any building (situated in any Rider Main District) without the previous sanction in writing of the Water Authority.

(b)—Every such cistern or tank intended to contain a supply of water for domestic purposes shall be of iron of a minimum thickness of 1 inch and of a capacity not exceeding 100 gallons; it shall not be erected in any yard or other open space provided for the building, in accordance with the requirements of any Ordinance; its position shall be subject to the approval of the Water Authority and it shall be raised not less than six feet above the floor level, and shall be provided with a closely fitting iron cover.

(c)—Every such cistern or tank intended to contain a supply of water for trade purposes shall be constructed in such manner and position and with such materials as the Water Authority may in each case require.

(d)—Every cistern or tank, whether intended for domestic or for trade purposes, shall be cleaned out and lime-washed internally to the satisfaction of the Sanitary Board not less than twice a year. The cleaning out and lime-washing to be done during the months of September and March.

(e)—Any person responsible for the construction and maintenance of any cistern or tank constructed or maintained in contravention of any of the provisions of the Waterworks Ordinance, 1903, or of any Regulation made thereunder shall remove such cistern within seven days from the receipt of a written notice from the Water Authority requiring him to do so.

The Medical Officer of Health minutes:—I do not think it would vitiate the regulations at all if the words *situated to any Rider Main District* were omitted from the Regulation 1 (a).

(b) might contain after the word *erected* in the fourth line the words *except with the permission of the Sanitary Board* and not less than twice a year.

The cleaning out and lime-washing to be done during the months of September and March.

With regard to (d) it is customary to cleanse and lime-wash iron tanks periodically to keep them free from vegetable growths, and I never heard of any one experiencing any ill effects from the minute amount of lime which might possibly become dissolved in the water immediately after the tank had been so lime-washed.

Mr. Shelton Hooper—These proposed regulations must be discussed.

Mr. Lau Chu Pak—Regulation (c) sounds something like class legislation. It should be applied throughout the Colony. Regulation (d): Does lime-wash stimulate the appetite? If not, why is it considered advisable to give people a solution of lime-wash twice a year for culinary and trade purposes?

EXTERNAL AIR.

A letter from Messrs. Palmer and Turner, architects, forwarding plan applying for a modification of the requirements of Section 155 of the Public Health and Buildings Ordinance, 1907, in respect of Nos. 397A and 397B Queen's

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1908.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that VACUUM OIL COMPANY, of Rochester, in the State of New York, in the United States of America, a Company duly incorporated under the laws of the said State of New York, have, on the 21st day of November, 1907, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark—



in the name of VACUUM OIL COMPANY, who claim to be the proprietors thereof.

The Trade Mark has been used by the Applicants in respect of PAINTS and CHEMICAL

substances for TANNING in Class 1.

Dated the 7th day of December, 1907.

1077] WILKINSON & GRIST,
Solicitors for the Applicants.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

MONDAY, TUESDAY and WEDNESDAY,
the 16th, 17th and 18th DECEMBER, 1907, commencing each day at 2.30 P.M.,
at the CITY HALL (St. Andrews'),

A FINE SELECTION OF

JAPANESE WORKS OF ART,

INCLUDING—

EVERY FINE DAMASCENE WORK, BEAUTIFUL EMBROIDERIES and BROCADES, OLD LACQUER WARE and CHOICE SILVER WARE, &c.

(The Damascene Work is by the celebrated O. Kami, the Kami family being the pioneers of the Damascene Work. Amongst this Collection, there are some very fine Specimens.)

TERMS.—As customary.

On view from Saturday, the 14th December, 1907.

GEO. P. LAMMERT,
Auctioneer.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th December, 1907. The following cards were returned:—

CAPTAIN'S CUP.

Mr. C. J. Satterwhite, R.E. 84-10-74
Mr. E. Davidson 93-14-79
Mr. H. G. Wilson, R.N. 86-6-80
Mr. A. Gittins 83-2-81
Lieut. H. C. R. Boucher, R.N. 88-7-81
Dr. Wm. Tai, R.N. 99-16-83
Mr. E. J. Gris. 86-2-84
Mr. E. C. L. Line 99-15-84
Mr. C. W. May 93-7-85
Mr. P. Toster 103-18-85
(24 entries).

MAI CUP.

Mr. L. A. Bliss, R.N. 104-22-82
(2 entries).

POOL.

Mr. C. J. Satterwhite, R.E. 83-10-74
Lieut. H. C. R. Boucher, R.N. 84-7-77
Dr. G. M. Harston 88-9-79
Mr. T. S. Forrest 78-2-80
Dr. Wm. Tai, R.N. 99-16-83
Mr. E. J. Gris. 86-2-84
Mr. C. W. May 93-7-85
(24 entries).

Winner of Captain's Cup.
Winner of Mai Cup.
Winner of Pool.

COMMERCIAL.

TO-DAV'S EXCHANGE.

Selling.

London—Bank T.T. 1/14
Do. " demand" 1/14
Do. " 4 months' sight" 1/13-16

France—Bank T.T. 2-44
America—Bank T.T. 47-8
Germany—Bank T.T. 1-99
India T.T. 1-61
Do. " demand" 1-61
Shanghai—Bank T.T. 74
Singapore T.T. 19 % prem.
Japan—Bank T.T. 95
Java—Bank T.T. 117-4

Buying.

4 months' sight L/C. 1-0
6 months' sight L/C. 2-0
30 days' sight San Francisco & New York 48
4 months' sight 49
30 days' sight Sydney and Melbourne 2-05
4 months' sight France 2-51
6 months' sight 2-53
4 months' sight Germany 2-06
Bar Silver 35-1
Bank of England rate 7 %
Bank of France 31 %
Sovereign \$10.25

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Per picul.
Malwa New 6 810/840
" Old 6 850/882
" Older 6 892/920
" Oldest 6 900/950
Per chest.

Patna New 6 90-0
" Old 6 905
Bihar New 6 880
" Old 6 880
Persian (Paper) 6 880

SHIPPING AND MAIIS.

MAILS DUE.

English (Deli) 12th inst., 8 a.m.
Canadian (Empress of India) 16th inst.
Australian (Tajiquan) 27th inst.

The C. P. R. Co.'s s.s. Empress of Japan arrived at Vancouver at 5 p.m. on 9th inst.
The Ben Linn s.s. Benlair, from Antwerp and London, left Singapore on 7th inst., for this port.

The Imperial German Mail s.s. Vorck, which left here on 4th inst., arrived at Shanghai today, at 2 a.m.

The Imperial German Mail s.s. Prinzess Alice, which left here on 4th inst., arrived at Singapore on 8th inst., at 1 p.m.

The Java-China-Japan Lijn s.s. Tjiliwong left Moji via Amoy for this port on 9th inst. and may be expected here on or about 17th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 10th at 12.20 p.m.—The barometer has fallen very rapidly over Japan owing to the depression, which is moving Eastwards, in the N. part of the Sea of Japan.

Pressure has increased quickly over Northern and Central China which is now covered by an anticyclonic area of considerable intensity.

Gradients are steep generally, and strong monsoon gales may be expected in the Formosa Channel, and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, strong; fine.

2.—Formosa Channel, N.E. gale.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. gale.

Shipping.

Arrivals.

Zafiro, Br. s.s. 1,620, A. Fraser, 9th Dec.—Manila 7th Dec., Hemp and Sugar—S. T. & Co.

Vandala, Ger. s.s. 2,42, Vahsel, 9th Dec.—New York 15th Oct., Gen.—A. L. Kuklango, Br. s.s. 1,22, H. A. Wavell, 9th Dec.—Shanghai 6th Dec., Gen.—B. & S. Anghia, Ger. s.s. 1,00, Chr. Kumpel, 9th Dec.—Salon 3rd Dec., Rice and Meal—B. & S.

Kashin, Br. s.s. 1,15, T. W. Pickhard, 9th Dec.—Iloilo 9th Dec., Gen.—B. & S.

Daguy, No. s.s. 88, O. Abrahamson, 9th Dec.—Saipong 7th Dec., Gen.—Aagaard, Thorsen & Co.

Armenian Apcar, Br. s.s. 2,93, A. Stewart, 10th Dec.—Calcutta via Penang and Singapore 4th Dec., Gen.—D. S. & Co., Ltd.

Silesia, Ger. s.s. 3,11, T. Bable, 10th Dec.—Shanghai 7th Dec., Gen.—H. A. L. Suisang, No. s.s. 1,75, W. D. Welsh, 10th Dec.—Singapore 1st Dec., Gen.—J. V. & Co.

Patasi, Ger. s.s. 1,06, W. Huhner, 10th Dec.—Europe via Bangkok 27th Nov., Rice and Gen.—Order.

Huphe, Br. s.s. 1,205, H. Mathias, 10th Dec.—Haiphong and Hoiho 8th Dec., Gen.—B. & S.

Clearances at the Harbour.

Portmills, for Shanghai.

Hokuto Maru, for Sourabaya.

Chapekong, for Canton.

Playne, for Hongkong.

Kuklango, for Canton.

Forest Dale, for Newcastle.

Nanchang, for Ningpo.

Hilary, for Salong.

Ali Maru, for Shanghai.

Progress, for Sandakan.

Taming, for Manila.

Fremont, for Moji.

Slesta, for Singapore.

Departures.

Dec. 10.

Palmyra, for Europe.

Armand Béth, for Shanghai.

Termon, for Tacoma.

Tolomi Maru, for Shanghai.

Halmur, for Swatow.

Daljin Maru, for Swatow.

Johanna, for Swatow.

Wingson, for Hongkong.

Chinklong, for Canton.

Ali Maru, for Seattle.

Taming, for Manila.

Yachto, for Shanghai.

Shouku Maru, for Swatow.

Chipping, for Canton.

DOCK RETURNS.

Dec. 10.

HONGKONG AND WHAMPoa DOCKS.

Neil Mcleand at Kowloon Dock

Germany "

Woolwich "

Empress of China "

H.M.S. Alacrity "

Taiwan "

Glenesk "

The Ships Passed Canal.

Dec. 12th November.

Agamemnon, Glentur, Aragona, Hiraku Maru, Vorck, Banlari, Armand Béth, Siam, Klei, Maruson, Empress of China, Gange, and November—Bellertown, Duallion, Manila, Sundi, Yarras, Carnarvon, Charlton, Longson, 26th November—Australien, Benmohr, Bonvill, C. Ford Laits, Habburg, Indrawati, Antilochus, Ayeyarw, Prinz Eitel-Friedrich, 20th November—Roan, Fokentwes, Liberia, Saliste, Tambo Maru, Belgravia, St. Paulick, Bings Maru, Pelam, Sophie Rickmers, 30th December—Manila—Per Lochnagar, 20th Dec., 1 P.M.—Per Zafiro, 14th Dec., 11 A.M.—Per Sut Tai, 13th Dec., 11.30 P.M.—Per Kuanlin, 13th Dec., 3 P.M.—Per Hoiboo and Haiphong—Per Huphe, 12th Dec., 3 P.M.—Swatow, Amoy and Foochow—Per Haling, 13th Dec., 9 A.M.—Per Yenkenha, Koho and Moji—Per Aratoon Afcar, 13th Dec., 11 A.M.—Per Sut Tai, 13th Dec., 11 A.M.—Per Macao—Per Sut Tai, 13th Dec., 11.30 P.M.—Per Manila—Per Yunnan, 13th Dec., 3 P.M.—Per Kuanlin, 13th Dec., 3 P.M.—Per Swatow and Shanghai—Per Kuklango, 13th Dec., 3 P.M.—Per Europe, &c., India, via Tunicorin—Per Princ Regent Lulworth, 18th Dec., 11 A.M.—Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Empress of China, 19th Dec., 3 P.M.—Batavia, Cheribon, Samamang, Sourabaya and Macassar—Per Tiffiwo, 10th Dec., 3 P.M.—Per Manila—Per Lochnagar, 20th Dec., 1 P.M.—Per Manila—Per Rubi, 21st Dec., 11 A.M.—Shanghai—Per Shaoching, 21st Dec., 1 P.M.—Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongilio, 24th Dec., 11 A.M.—Per Europe, &c., India, via Tunicorin—Per Sochi, 25th Dec., 11 A.M.—Per Manila, Simpanghaen, Fr. Wilhelmshafen, Herbertho, Matapi, Irianian, Sydney and Melbourne—Per Manila, 21st Jan., 4 P.M.

KOWLOON.

Dec. 11.

Cox, E.N., Lieut.-Com. Morris, J. H. B.,

Jewell, Hon. Mr. and Mrs. E. A.

Hoffman, Carl

Holt, Mr. and Mrs. F. S.

Jonston, J.

Howell, E.

Lewis, E. Cornwell

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Dec. 11.

Temperature 30.24

Humidity 69

Rainfall 48

Dec. 12.

Temperature 30.13

Humidity 73

Rainfall 48

Dec. 13.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 14.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 15.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 16.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 17.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 18.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 19.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 20.

Temperature 30.24

Humidity 73

Rainfall 48

Dec. 21.

Temperature 30.24

Humidity 73

Rainfall 48

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE NUMBER AT PRESENT QUOTATION, BASED ON LAST YEAR'S CIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000		\$1,797,167	{ \$1,15/- for 5-year ending 30.6.07 @ ex	\$720
Do. (new)	40,000	\$125	\$125	{ \$11,500,000			{ 5/- per share for 5/6 of 30.6.07	\$710
National Bank of China, Limited	99,925	\$7	\$6	{ \$12,735		\$71.2.3	{ \$2,000,000	new issue (London 8.1.10)
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$125	\$10	{ \$1,560,000		note	{ \$20 for 19.6	\$250
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$1,125,000		Tls. 224.4.4	{ Final of 7/6 per share making in all 15/- for 1906—Tls. 2.65	8 X
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000		1460.4.0	{ Final of \$12 making \$42 for 1905 and 1/2 interim of 23.10.1906	8 %
Vangtse Insurance Association, Limited	8,000	\$100	\$50	{ \$70,000		301.520	{ \$1 for year ending 31.12.5	8 %
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000		150.980	{ \$1 and bonus \$2 for 1905	82 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$120,449		1435.236	{ \$40 for 1905	123 %
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$70,000		5305	{ \$1 for 19.6	64 %
Douglas Steamship Company, Limited	30,000	\$50	\$50	{ \$264,638		Nil.	{ \$4 for year ending 30.6.07	101 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$100,000		137.191	{ \$1 for 1st half-year ending 30.6.07	64 %
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	{ \$60,000		13.694	{ \$1 for 1906 @ ex 2/3—\$2.14 per share	38 %
Do. (Deferred)	60,000	\$5	\$5	{ \$270,000		14.327	{ Interim of Tls. 1/4 for account 1907	12 X
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$100,000		172.370	{ Interim of 1/- (Coupon No. 8 for a/c 1907)	41 X
"Shell" Transport and Trading Company, Limited	1,000,000	\$1	\$1	{ \$65,000		137.	{ \$1.00 for year ending 30.4.1907	44 %
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$32,957		18.730	{ Final of Tls. 2 making Tls. 6 for 1906	124 %
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$10,000		14.218	{ \$8 for year ending 31.12.06	8 %
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000		1.218	{ \$100	\$100
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none		1.218	{ \$10 buyers	\$10
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$100,000		8.935	{ Tls. 8 (8%) for year ending 31.8.06	5 %
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	{ \$15,000		11.556	{ Final of 1/6 (No. 9) for 1907	78 %
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	{ \$64,397		11.358	{ None of 1/-=48 cents	18 %
DOCKS, WHARVES & GODDOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$4,124		10.335	{ \$1.75 for year ending 31.12.06	124 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$1,000		13.047	{ Interim of \$2 for six months ending June 30th 1907	6 %
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000		149.580	{ \$4 for 1st half-year ending June 30th, 1907	84 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$50,000		15.159	{ Tls. 3 for year ending 30th April 1907	43 %
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$10,000		15.2317	{ Interim of Tls. 8 for account 1907	9 %
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,15,000		15.388	{ Tls. 6 for 1/4 months ending 28.2.07	6 %
Astor-House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000		10.908	{ \$2 for year ending 31.7.07	108 %
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000		19.178	{ \$1.80 for 1906	13 %
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$14,973		110.925	{ 4 or 1st half-year ending 30.6.07	10 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$20,000		156.218	{ Interim of \$3 for half year ending 30.6.07	78 %
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$20,386		11.567	{ 80 cents for 1906	78 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$10,000		11.180	{ \$2 for 1906	7 %
Shanghai Land Investment Company, Limited	8,000	Tls. 50	Tls. 50	{ \$10,493		11.61978	{ Interim of Tls. 3 for account 1907	78 %
West Point Building Company, Limited	2,500	\$50	\$10	{ none		11.519	{ Interim of \$2 for half year ending June 30th	80 %
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$150,000		11.64986	{ Tls. 10 for year ended 31.10.1906	201 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$150,000		11.4269	{ 50 cents for year ending 31.7.07	5 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ none		11.36211	{ Tls. 6 for year ended 30.6.06 (8%)	...
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$10,000		11.37460	{ Tls. 8 for 1906	...
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ \$10,000		11.50663	{ Tls. 50 for 1906	...
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,200		1.638	{ \$1/3 per share for 1906	9 %
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$19,000		16.53	{ \$5 for 1905	...
China-Borneo Company, Limited	6,000	\$12	\$12	{ one		Nil.	{ \$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,50,000		15.889	{ Final of Tls. 5 making Tls. 10 for 1905	...
China Light and Power Company, Limited	50,000	\$10	\$10	{ none		125,000	{ 60 cents for year ended 28.2.06	...
Do. Do. special shares	50,000	\$10	\$10	{ \$11,500		1855	{ 80 cents for 1906	84 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$50,000		1.638	{ \$1.50 for year ending 31.7.07	8 %
Dairy Farm Company, Limited	25,000	57/8	57/8	{ \$15,000		12.974	{ Interim of 50 cents per share for a/c 1907	9 %
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000		110.804	{ \$1 for year ending 28.2.07	114 %
Hall & Holls, Limited	21,000	\$20	\$20	{ \$186,000		115.002	{ \$1 for year ending 28.2.07	115 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none		12.953	{ \$1 per share for year ending 28.2.07	61 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$105,000		14.414	{ Interim of \$4 for 1-year ending June 30th 1907	8 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$105,000		14.212	{ \$1 for 1/4 of 80 cents per share for 1907	84 %
Maatschappij tot Mijn- Bosch-en Landbouw	25,000	Gs. 100	Gs. 100	{ \$147,500		11.10.374	{ Third interim of Tls. 7/4 making Tls. 22	81 %
Pekin Tramways Company, Limited	25,000	\$10	\$10	{ \$17,000		11.2.655	{ \$1 for a/c 1907	8 %
Peak Tramways Company (new)	10,000	\$10	\$10	{ none		Dr. P. 34.324	{ \$1 per share, or per share, from 15th Oct. to 30th Apr. 1907	...
Philippines Company, Limited	67,500	\$10	\$10	{ none		None	{ None	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ \$10,000		11.7.999	{ Interim of Tls. 3 for account 1907	78 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$17,323		11.9.575	{ Tls. 4 for 1905	...
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$14,500		11.3.354	{ Final of Tls. 5 and Tls. 10 for 1906	...
Shanghai Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$14,820		11.7.843	{ Interim of Tls. 5 for a/c 1907	9 %
Shanghai Waterworks Company, Limited	16,350	\$20	\$20	{ \$10,000		11.8.592	{ Interim of 1/3 for account 1907 (old)	...
South China Morning Post, Limited	6,000	\$25	\$25	{ none		11.4.034	{ Interim of 1/3 for account 1907 (new)	...
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none		11.478	{ None	...
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ \$15,205		11.2.201</td		